

U.S. Pat. Appl. Ser. No. 10/581,728
Attorney Docket No. 10191/4326
Reply to Office Action of April 20, 2010

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-9. (Canceled).

10. (Currently Amended) A [[The]] method as recited for stabilizing a vehicle in Claim 9 a critical driving situation, further comprising:
detecting the critical driving situation by a sensor system;
causing a regulating algorithm to intervene in a driving operation of the vehicle under a predefined condition using a brake system;
determining and monitoring a lateral acceleration of the vehicle and a steering speed in relation to threshold values; and
before a stabilization intervention, building up a preparatory brake pressure of a low level at a wheel brake of a wheel at which the stabilization intervention is shortly expected;
wherein the preparatory brake pressure is built up if the lateral acceleration of the vehicle exceeds a first predefined threshold value and the steering speed falls below a second predefined threshold value.

11. (Previously Presented) The method as recited in Claim 10, wherein the preparatory brake pressure is built up during a lane-changing maneuver, in which a first steering maneuver and a second steering maneuver in the opposite direction take place within a predefined time, if, in the second steering maneuver, the lateral acceleration is greater than a predefined threshold value and the steering speed falls below a threshold value.

12. (Previously Presented) The method as recited in Claim 11, wherein the first steering maneuver has a lateral acceleration and a steering speed that each exceeds a respective one of the first predefined threshold value and the second predefined threshold value.

13. (Currently Amended) The method as recited in Claim [[9]] 10, further comprising:
deactivating the building up the preparatory brake pressure if a predefined deactivation condition is met.

U.S. Pat. Appl. Ser. No. 10/581,728
Attorney Docket No. 10191/4326
Reply to Office Action of April 20, 2010

14. (Currently Amended) The method as recited in Claim 13, wherein the deactivation condition is a signal of the regulating algorithm with which a braking intervention is requested.

15. (Currently Amended) [[The]] A method as recited for stabilizing a vehicle in Claim 14 a critical driving situation, comprising
detecting the critical driving situation by a sensor system;
causing a regulating algorithm to intervene in a driving operation of the vehicle under a predefined condition using a brake system;
before a stabilization intervention, building up a preparatory brake pressure of a low level at a wheel brake of a wheel at which the stabilization intervention is shortly expected; and
deactivating the building up the preparatory brake pressure if a predefined deactivation condition is met;

wherein the deactivation condition is a signal of the regulating algorithm with which a braking intervention is requested and that a change in a steering angle over a predefined time is smaller than a predefined threshold value.

16. (Currently Amended) A driving dynamics regulating system for stabilizing a vehicle in a critical driving situation, comprising:

a control unit in which a driving dynamics regulating algorithm is stored;
a sensor system for registering variables describing a driving condition; [[and]]
a brake system for performing a stabilization intervention in a driving operation of the vehicle under a predefined condition, wherein, in accordance with a regulating algorithm; and
a control unit configured to execute the driving dynamics regulating algorithm to:
determine and monitor a lateral acceleration of the vehicle and a steering speed in relation to threshold values; and

before the stabilization intervention, build the control unit already activates a wheel brake of a wheel at which stabilization intervention is shortly expected and builds up a preparatory brake pressure of a low level at a wheel brake of a wheel at which the stabilization intervention is shortly expected;
wherein the preparatory brake pressure is built up if the lateral acceleration of the vehicle exceeds a first predefined threshold value and the steering speed falls below a second predefined threshold value.

U.S. Pat. Appl. Ser. No. 10/581,728
Attorney Docket No. 10191/4326
Reply to Office Action of April 20, 2010

17. (New) The driving dynamics regulating system as recited in Claim 16, wherein the preparatory brake pressure is built up during a lane-changing maneuver, in which a first steering maneuver and a second steering maneuver in the opposite direction take place within a predefined time, if, in the second steering maneuver, the lateral acceleration is greater than a predefined threshold value and the steering speed falls below a threshold value.

18. (New) The driving dynamics regulating system as recited in Claim 17, wherein the first steering maneuver has a lateral acceleration and a steering speed that each exceeds a respective one of the first predefined threshold value and the second predefined threshold value.

19. (New) The driving dynamics regulating system as recited in Claim 16, wherein the control unit is configured to deactivate the building up the preparatory brake pressure if a predefined deactivation condition is met.

20. (New) The driving dynamics regulating system as recited in Claim 19, wherein the deactivation condition is a signal of the regulating algorithm with which a braking intervention is requested.

21. (New) A driving dynamics regulating system for stabilizing a vehicle in a critical driving situation, comprising:

a sensor system for registering variables describing a driving condition;

a brake system for performing a stabilization intervention in a driving operation of the vehicle under a predefined condition, in accordance with a regulating algorithm; and

a control unit configured to execute the driving dynamics regulating algorithm to:

before the stabilization intervention, build up a preparatory brake pressure of a low level at a wheel brake of a wheel at which the stabilization intervention is shortly expected; and

deactivate the build up the preparatory brake pressure if a predefined deactivation condition is met;

wherein the deactivation condition is a signal of the regulating algorithm with which a braking intervention is requested and that a change in a steering angle over a predefined time is smaller than a predefined threshold value.

**U.S. Pat. Appl. Ser. No. 10/581,728
Attorney Docket No. 10191/4326
Reply to Office Action of April 20, 2010**

Amendments to the Drawings:

The attached Replacement sheet of drawings including Figures 1 and 2 replaces the original sheet containing Figures 1 and 2, and is submitted to address the objection to the Drawings raised in the Office Action. No new matter has been added. Approval and entry are respectfully requested.

Attachment: one (1) Replacement sheet